

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CIP

LL10 Avgas 100LL

\$4.13/gal

Aircraft Rates as of April 1st

C172SP	\$103.80
C172S	\$108.80
C182S	\$128.12

Cumulative Hours Flown

March 2017

884BC	45.6 hrs.
983SP	29.8 hrs.
415RC	55.2 hrs.
TOTAL	130.6 hrs.

2016 Totals

884BC	218.9 hrs.
983SP	131.0 hrs.
415RC	223.1 hrs.
TOTAL	573.0 hrs.

Join us for our next meeting:

Tuesday, May 2, 2017

Plane Wash begins at 5:00pm

Business meeting at 7:30pm

See you there!

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April Meeting Minutes

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MEETING MINUTES

The BFC held its monthly meeting on Tuesday, April 4th, 2017 at Naper Aero. The Vice-President called the meeting to order at 7:31 PM. The list of Attendees is provided in the sidebar on page 2.

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. Total flying time for March was 31.7 hours with 0.8 hours club time. We made \$8,049.60 in payments and had \$12,173.34 in receipts. The loan balance is \$124,653 and cash in the bank is \$77,933.71. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard. Please see details in the following sections.

The meeting adjourned at 8:08 PM.

Attendees**Members**

Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 J.P. Balakrishnan
 Don Patterson
 Don Leonard
 Val Vlazny
 Kris Knigga
 Gerry Miskowicz
 James Robertson Jr.
 Hubert Elsen
 Eric Popper
 Mel Finzer
 Kris Queen
 John Wrycza

Guests

Doug Smith
 Art Dwight

Social

Bradley Swanson

TREASURER'S REPORT

CASH		
Chase Checking		17,791.86
Chase Savings		60,141.85
Total		\$77,933.71
PAYMENTS		
Naper Aero	Fuel and Fees - Feb	2,604.39
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Postmaster	Postage	49.00
Venema	Equity Return	4,250.00
Total		\$8,049.60
RESERVES		
INSURANCE (\$1500/ mo)		-3,000
ANNUALS (\$1000/ mo)		-8,000
LL10 DUES (\$350/ mo)		-2,100
INACTIVE MEMBER		-7,727
ENG OVRHL 3SP/4BC(\$750/mo)		-42,500
CREDIT BALANCE MEMBER		-15,600
EQUITY INSTALLMENT MEMBER		-1,750
Reserves net		-2,743.00
Reserve Increase/(Decrease)		\$4,124.00
LOAN		
INTEREST PAID @ 6.0%		\$628
PRINCIPAL PAID		\$1,037
AIRCRAFT LOAN Balance		\$124,653
RECEIPTS		
Dues & Flying		12,170.95
Equity		0.00
Bank Interest		2.39
Total		\$12,173.34
CREDITS TO MEMBERS		
Fuel Away		464.05
Loan Pymt		555.10
FAA Registration		10.00
Office Supplies		50.00
Breaks Ser / Tire repl	3SP	269.33
Annual	5RC	1472.97
Transponder / Altimeter Cert	5RC	300.00
Epoxy	5RC	17.38
Total		\$3,138.83

FLYING HOURS

March

884BC	
FLYING	12.1
TACH	1743.3
TBO	2000
TMOH	256.7
†CLUB	0.8
*GAL/HR.	10.2

983SP	
FLYING	6.4
TACH	4371.3
TBO	2000
TMOH	-251.5
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	13.2
TACH	5145.1
TBO	2000
TMOH	900.5
†CLUB	0.0
*GAL/HR.	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

† Includes orientation flights

* Gallons per hour for calculating hourly rate. Do not use for flight planning.

AIRCRAFT REPORTS

N884BC

- 1) Oil marks noted on nose strut. Check strut isn't flat before flying.
- 2) Service Bulletin for G1000 does not apply to our airplane.

N983SP

- 1) Transponder and pitot static check is coming due
- 2) Annual to be performed in May

N415RC

- 1) Attitude Indicator was reported faulty. (Post meeting update: AI has been replaced as of 4/15)
- 2) Report of low voltage light illuminating. This may happen at low RPM when the engine is cold. Make sure plane is warmed up before takeoff.
- 3) Investigating high RPM indication and loose prop adjustment cable. (Post meeting update: overspeed and cable have been fixed as of 4/15)
- 4) The flag is missing from the control lock. Pay attention and do a proper pre-flight.

OLD BUSINESS

- The A & P originally planned for April will present at the May meeting

NEW BUSINESS

No New Business

SAFETY

Nothing to report for safety

MEMBERSHIP

We had 2 guests visit the club, Doug Smith and Art Dwight. Welcome!

Some members mentioned there are 2 other interested people.

MARKETING

Still planning on another brochure mailing in the spring.

[What's Up...](#)**Illinois WINGS Workshop**[Information Link](#)

May 6, 2017 8 am - 12:30 pm

Byerly Aviation

Peoria Airport

Illinois Aviation Conference[Information Link](#)

May 24-25, 2017

Hilton Garden Inn

Champaign, IL

MEMBERS SECTION

This section is for you, the members, to showcase your airplane adventures in the Photo Corner and let others know of your accomplishments. We are also looking for members to submit articles for the newsletter. With the years of flying experience we have in our club we are looking for members to submit articles in the style of 'I learned about flying from that', 'Never Again' or 'Stick and Rudder'. It's in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

PHOTO CORNER

The photo corner is a little sparse this month. Hopefully with the warmer weather we will get some good flying and destination photos.

WEB RESOURCES

The following resource was submitted by Gerry Miskowicz.

Stumbled across this link. Several good tips and traps for IFR flying with the G1000. Some relate to the GFC 700 autopilot, so they are not applicable to 4BC, but 'Loading Approach Gotchas', 'Vectors To Final' and 'Diverting After Missed Approach' plus a few others present a more realistic view of using the G1000 than John and Martha. Other videos on this site include other avionics and iPad usage. Haven't checked those out yet.

Flying Like The Pros

<https://www.youtube.com/user/FlyingLikeThePros/videos>

OPERATIONAL & SAFETY REMINDERS

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

Beware of TFR's: Presidential and stadium (Joliet Speedway & Dekalb Univ.).

Windshield cleaning: Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.

Preflight inspection: Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.

Tire pressure: Check pressure visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.

Engine oil: Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine. Try to add only full quarts.

Nose strut: NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.

Bald tires: Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.

Closing airplane doors: Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).

Ground-lean after engine start: Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.

Runways and patterns at LL10: The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.

Parking at the fuel pumps: Please be courteous to others. Don't park at the pumps for an extended period of time.

Tow bars: Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, man up and report it to the plane captain, maintenance office or a board member right away. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in service ASAP. Thank you.

BFC
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Naperville, IL 60567

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ABOUT OUR ORGANIZATION

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30PM.

The Club has 45 equity members sharing three airplanes:

1. 1999 Cessna 172SP N983SP
2. 2007 Cessna 172S N884BC
3. 1998 Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

President: Jim Krzyzewski

QuarterMaster/VP: Gevin Cross

Secretary: Kevin Kanarski

Treasurer: Jack Lindquist

Safety Officer: Joshua Jones

WebMaster: Greg VanDenHam

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

* These instructors offer limited training

¹ Available for club checkouts and Flight Reviews

Chief Maintenance Officer:

John Wrycza	630-697-3559
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-525-0232
N415RC	Don Leonard	630-803-6967